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BAY AREA TOLL AUTHORITY (BATA) OVERSIGHT COMMITTEE

**April 10, 2013
MINUTES**

5b BAY AREA TOLL AUTHORITY
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Executive Director

ANDREW B. FREMIER
Deputy Executive Director

Attendance

Chair Bill Dodd convened the meeting at 9:37 a.m. In addition to Chair Dodd, the following Committee members were in attendance: David Campos, Federal Glover, Joe Pirzynski, Jean Quan, Adrienne Tissier, Scott Wiener, and Vice Chair Tom Bates.

Also present were Ex-Officio voting members BATA Chair Amy Rein Worth and BATA Vice Chair Dave Cortese.

Other MTC Commissioners in attendance as ad hoc non-voting members: Dorene Giacomini, Scott Haggerty, Anne Halsted, Jake Mackenzie, and Jim Sperring.

Consent Calendar

Upon the motion of Commissioner Tissier and the second from Commissioner Glover, the Committee unanimously approved the following three consent items:

- Minutes of the March 6, 2013 meeting
- BATA Financial Statements – February 2013
- Contract Amendment – Collection Services: Professional Account Management, LLC.

March 2013 Project Progress and Financial Update Report for the Toll Bridge Seismic Retrofit Program

Steve Heminger, BATA Executive Director, explained that staff is presenting an update on the status of the broken anchor bolts at the eastern end of the Self-Anchored Suspension Span and introduced the presenters: Andrew Fremier, BATA Deputy Executive Director; Tony Anziano, Caltrans Toll Bridge Program Manager; and Stephen Maller, California Transportation Commission Deputy Executive Director. All are members of the Toll Bridge Program Management Team which is heading the investigation.

Mr. Anziano initiated the update. He explained that broken bolts were from a batch of 96 bolts delivered in 2008 and that all the broken bolts extracted for examination were fractured at the bottom – on thread above the nut. The preliminary investigation continues to point to hydrogen embrittlement caused by contamination in the steel as the reason for the breaks. Caltrans is still investigating what caused the contamination to occur, whether during the fabrication process or after the bolts were installed as water was discovered where the bolts broke.

Since these broken bolts were intended to hold down two shear keys, mitigations for the breakage need to address this. Mr. Maller explained one possible solution that envisioned a steel collar. However, engineers are still devising a solution and until the solution is approved, it is unclear whether the schedule will be affected and whether it will delay the opening.

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Mr. Fremier continued the update with discussion on the second batch of 192 bolts delivered in 2010. These bolts have the same material properties specified, but were fabricated two years later. These bolts are designed to go through the entire pier versus being embedded. As of April 9, 2013, all of the second batch of bolts have been tensioned and are inspected daily. To date none have failed. After 30 days, 10 of these bolts will be extracted and will be subjected to a series of tests.

Mr. Fremier also noted that Caltrans engineers have visually inspected all other similar bridge components provided by the manufacturer of the broken bolts, and all have passed this visual inspection. Caltrans is continuing to develop a more comprehensive report on these components. BATA and Caltrans staff will continue to update the Authority as the investigation progresses.

Commissioners asked follow up questions on the process and procedures that are in place in order to ensure proper investigation and resolution of the rod breakage. They also asked questions about impact on schedule and the Labor Day Opening.

Other Business/Public Comment/Next Meeting/Adjournment

Public comment was received from Richard Hedges, who spoke on the importance of allowing the engineers and other experts ample time to investigate the problem and to find a solution rather than to rush the issue solely for the purpose of opening the bridge on Labor Day, 2013.

There being no further business or public comment, the meeting was adjourned at 10:35 a.m.

The next BATA Oversight Committee meeting is scheduled for Wednesday, May 8, 2013 at 101 8th Street, 1st Floor, Lawrence D. Dahms Auditorium, Oakland, CA.